

AMENDMENTS TO THE SPECIFICATION

Please amend the paragraph that begins on page 2, line 1, of the substitute specification as follows.

In the case of the former, that is, in the case of the integral type, as shown in Fig. 11, a window frame 13-13' is constituted by an inner panel 15-15', an outer panel 16-16', and a door sash 17-17' attached between the inner panel 15-15' and the outer panel 16-16'. A car-interior-side (hereinafter, simply referred to as "interior") flange 17a-17a' of the door sash 17-17' is welded with an inner-peripheral flange 15b-15b' of the inner panel 15-15' in a condition that they are superimposed on each other. A car-exterior-side (hereinafter, simply referred to as "exterior") flange 17b-17b' of the door sash 17-17' is welded with a flange 16f-16f' of the outer panel 16-16' in a condition that they are superimposed on each other. A glass run body 31a-31a' of a glass run 31-31' is attached into a channel-like attachment groove 17e-17c', which is formed in the door sash 17-17' by press forming. A door glass 14-14' is inserted between seal lips 31b-31b' and 31e-31c' of the glass run body 31a-31a' so that the door glass 14-14' can be guided by sliding on the glass run body 31a-31a'. A trim 31d-31d' having a U-shaped section is formed integrally with the glass run 31-31' so as to cover the interior flanges 15b-15b' and 17a-17a'. In addition, a holding lip 31e-31e' also having a seal function is formed on the exterior side wall of the glass run body 31a-31a' so as to perform sealing between the glass run body 31a-31a' and a molding provided separately so as to cover the outside of the flange 16f-16f' of the outer panel 16-16' (see Japanese Patent Publication No. JP-A-10-86668).

Please amend the paragraph that begins on page 2, line 25, of the substitute specification as follows.

On the other hand, in the case of the latter, that is, in the case of the separate type, as shown in Fig. 12, a window frame 13-13" is constituted by an inner panel 15-15" and an outer panel 16-16". A separate retainer frame 32-32" (corresponding to the door sash 17-17") also serving as a molding is attached to the outer panel 16-16" by a clip 33-33". Then, a glass run 31-31" is attached into the retainer frame 32-32". Meanwhile, a trim 34-34" formed separately from the glass run 31-31" and having a U-shaped section is attached to interior flanges 15b-15b" and 16f-16f" of the inner panel 15-15" and the outer panel 16-16" (see Japanese Utility model Publication No. JP-U-4-130514).

Please amend the paragraph that begins on page 3, line 10, of the substitute specification as follows.

Since the trim 31d-31d' is formed integrally with the glass run body 31a-31a' in the former attachment structure for the glass run 31-31', the number of parts can be reduced. However, the glass run 31-31' increases in size as a whole so that there is a problem in the working of attachment to the window frame 13-13'. In addition, the interior flanges 15b-15b' and 17a-17a' of the inner panel 15-15' and the door sash 17-17', respectively, perform sealing between the window frame 13-13' and a door weather strip provided at a door opening edge of a vehicle body frame, at the inner peripheral edge of a corner portion of the window frame 13-13'. Accordingly, it is necessary to set the curvature radius of each of the flanges 15b-15b' and 17a-17a' to be large in accordance with the large curvature radius of a corner portion of the weather strip. On the contrary, each of the inner peripheral edges of corner portions of the outer panel 16-16' and the door sash 17-17' is set to have a small curvature radius in order to improve the

external appearance. Incidentally, the above configuration will be made clear in Fig. 2, which shows an embodiment of the present invention.

Please amend the paragraph that begins on page 4, line 3, of the substitute specification as follows.

From the point of view of realization in sheet metal working, however, it is difficult to set the curvature radius of the corner portion at the door opening edge of the vehicle body frame to be small in accordance with the curvature radius of the corner portion of the door sash ~~14~~17'.

Please amend the paragraph that begins on page 4, line 8, of the substitute specification as follows.

Accordingly, the glass run body ~~31a~~31a' of the glass run ~~31~~31' and the trim ~~31d~~31d' have different shapes in their corner portions so that each of molded portions of the corner portions has a complicated curved-surface structure and increases in size. Thus, there is a problem that it is difficult to form them by a molding method.

Please amend the paragraph that begins on page 4, line 14, of the substitute specification as follows.

In addition, it is necessary to form the interior seal lip ~~31b~~31b' to be large due to the integral formation of the trim ~~31d~~31d' as shown in Fig. 11. Accordingly, it is difficult to balance the durability of the seal lip ~~31b~~31b' with the sliding resistance when the door glass ~~14~~14' moves up and down.

Please amend the paragraph that begins on page 4, line 19, of the substitute specification as follows.

Further, there is also a problem that the attachment of the glass run 31-31' to the window frame 13-13' is difficult in a corner portion so that it is difficult to set the glass run 31-31' in a proper position.

Please amend the paragraph that begins on page 4, line 23, of the substitute specification as follows.

On the other hand, in the latter separate-type attachment structure for the glass run 31-31" and the trim 34-34", the glass run 31-31" and the trim 34-34" are formed by separate members from each other. Accordingly, it is possible to form the glass run 31-31" to be small as a whole, and it is also possible to mold a corner portion of the glass run 31-31" easily. In addition, a corner portion of the trim 34-34" can be formed only by bending an extrusion body formed by an extruding method.

Please amend the paragraph that begins on page 5, line 6, of the substitute specification as follows.

In the latter attachment structure, however, the separate retainer frame 32-32" is attached to the outer panel 16-16". Accordingly, the retainer frame 32-32" may shift in position due to an error ~~on~~ in manufacturing and installing the outer panel 16-16" and the retainer frame 32-32". As a result, there arises scattering in the pressing force on a contact portion between the interior

holding lip ~~31f~~31f" of the glass run ~~31~~31" and the holding lip ~~34a~~34a" of the trim ~~34~~34". Then, a shortage of the pressing force causes a failure in sealing, and a gap is formed so that the exterior appearance deteriorates. On the contrary, if the pressing force becomes excessive, the seal lip ~~31b~~31b" of the glass run ~~31~~31" is displaced on the car-exterior-side. As a result, the seal lip ~~31b~~31b" is intensely pressed on the door glass ~~14~~14" so that the sliding resistance increases when the door glass ~~14~~14" moves up and down. Thus, there is a problem that the door glass ~~14~~14" cannot be moved up and down smoothly.